

MARKET LEADERS FORCE LIST UP

Prices Went to Best of Day in
Last Hour Following
Reading.

TOPE SOMEWHAT IMPROVED

Unfavorable Effects of Stormy
Weather Shown in Reports of
Railway Earnings.

(By Associated Press.)

NEW YORK, March 26.—The appearance of the market was a good deal improved to-day. Early advances encouraged important trading, and the upward movement of prices spread here and there in the market until the show of strength became fairly comprehensive. Buying was largely concentrated still in a few speculative favorites, notably Reading, which absorbed a large proportion of the total transactions for the day.

With the favorites excluded, the market remains but a poor affair, with very meagre transactions and a sluggish and unimportant movement of prices. The reading movement naturally associated itself with the supposed strike outlook in the anthracite mining region. News of actual developments either in the anthracite or the bituminous dispute was vague and meagre, but the rumors alleged a favorable prospect for a settlement. The copper and smelting stocks again moved upward in common. The Hill stocks, accompanied by Northwestern, made another center of strength and there was movement in the Vanderbilt group in which New York Central fully shared. Atchafalpa had the benefit of the extraordinary showing of net earnings for February. Current reports of gross earnings of railroads, however, for the third week of the present month, showed the unfavorable effect of the stormy weather.

The sub-treasury starts the week with a gain of nearly a million dollars at the expense of the banks and the clearing house to-day of \$23,539. The influence of the reading movement on the market was sustained and prices went to the best of the day in the last hour with the closing tone fairly firm.

Bonds were irregular; total sales, par value, \$2,650,000.

United States 3's registered advanced 1-4 and the 4's coupon 1-2 on call.

The total sales of stocks amounted to 754,000 shares.

NEW YORK, March 26.—Money on call steady 3-1/4 to 2-1/4 per cent; ruling rate 3-1/4 closing bid and offered 3-1/4. Time loans, 60 days, 97 days and 90 days, 5-1/2 per cent. Six months 5-1/2.

Prime mercantile paper 6-1/2 to 7-1/2 per cent. Sterling exchange weak; closing slightly firmer with actual business in bankers' bills at 48.00 for 60 days and 48.10 for 90 days. Post rates \$4.83 to \$4.84 for 60 days and \$4.85 to \$4.86 for 90 days. Commercial bills \$4.82 to \$4.83 for 60 days and \$4.84 to \$4.85 for 90 days.

Bar silver 61-1/2 Mexican dollars 50-1/2.

BALTIMORE STOCK MARKET.

BALTIMORE, MD., March 26.—Seaboard Air Line, common and preferred—Nothing doing.

RICHMOND STOCK MARKET.

Richmond, Va., March 26, 1906.

STATE SECURITIES.

Richmond, Va., March 26, 1906.

RAILROAD BONDS.

Atlanta and Charlotte, 1st 7%, 1907, 102 1/2.

A. C. L. R. Co., 1st 7%, 1907, 102 1/2.

Georgia, 1st 7%, 1907, 102 1/2.

Georgia, 2nd 7%, 1907, 102 1/2.

Georgia, 3rd 7%, 1907, 102 1/2.

Georgia, 4th 7%, 1907, 102 1/2.

Georgia, 5th 7%, 1907, 102 1/2.

Georgia, 6th 7%, 1907, 102 1/2.

Georgia, 7th 7%, 1907, 102 1/2.

Georgia, 8th 7%, 1907, 102 1/2.

Georgia, 9th 7%, 1907, 102 1/2.

Georgia, 10th 7%, 1907, 102 1/2.

Georgia, 11th 7%, 1907, 102 1/2.

Georgia, 12th 7%, 1907, 102 1/2.

Georgia, 13th 7%, 1907, 102 1/2.

Georgia, 14th 7%, 1907, 102 1/2.

Georgia, 15th 7%, 1907, 102 1/2.

Georgia, 16th 7%, 1907, 102 1/2.

Georgia, 17th 7%, 1907, 102 1/2.

Georgia, 18th 7%, 1907, 102 1/2.

Georgia, 19th 7%, 1907, 102 1/2.

Georgia, 20th 7%, 1907, 102 1/2.

Georgia, 21st 7%, 1907, 102 1/2.

Georgia, 22nd 7%, 1907, 102 1/2.

Georgia, 23rd 7%, 1907, 102 1/2.

Georgia, 24th 7%, 1907, 102 1/2.

Georgia, 25th 7%, 1907, 102 1/2.

Georgia, 26th 7%, 1907, 102 1/2.

Georgia, 27th 7%, 1907, 102 1/2.

Georgia, 28th 7%, 1907, 102 1/2.

Georgia, 29th 7%, 1907, 102 1/2.

Georgia, 30th 7%, 1907, 102 1/2.

Georgia, 31st 7%, 1907, 102 1/2.

Georgia, 32nd 7%, 1907, 102 1/2.

Georgia, 33rd 7%, 1907, 102 1/2.

Georgia, 34th 7%, 1907, 102 1/2.

Georgia, 35th 7%, 1907, 102 1/2.

Georgia, 36th 7%, 1907, 102 1/2.

Georgia, 37th 7%, 1907, 102 1/2.

Georgia, 38th 7%, 1907, 102 1/2.

Georgia, 39th 7%, 1907, 102 1/2.

Georgia, 40th 7%, 1907, 102 1/2.

Georgia, 41st 7%, 1907, 102 1/2.

Georgia, 42nd 7%, 1907, 102 1/2.

Georgia, 43rd 7%, 1907, 102 1/2.

Georgia, 44th 7%, 1907, 102 1/2.

Georgia, 45th 7%, 1907, 102 1/2.

Georgia, 46th 7%, 1907, 102 1/2.

Georgia, 47th 7%, 1907, 102 1/2.

Georgia, 48th 7%, 1907, 102 1/2.

Georgia, 49th 7%, 1907, 102 1/2.

Georgia, 50th 7%, 1907, 102 1/2.

Georgia, 51st 7%, 1907, 102 1/2.

Georgia, 52nd 7%, 1907, 102 1/2.

Georgia, 53rd 7%, 1907, 102 1/2.

Georgia, 54th 7%, 1907, 102 1/2.

Georgia, 55th 7%, 1907, 102 1/2.

Georgia, 56th 7%, 1907, 102 1/2.

Georgia, 57th 7%, 1907, 102 1/2.

Georgia, 58th 7%, 1907, 102 1/2.

Georgia, 59th 7%, 1907, 102 1/2.

Georgia, 60th 7%, 1907, 102 1/2.

OFFICIAL RANGE AND SALE OF STOCKS IN NEW YORK

By Thomas Branch & Co., Bankers and Brokers.

SALES:	Open.	High.	Low.	Bid.	Asked.	SALES:	Open.	High.	Low.	Bid.	Asked.
A. C. L. Co., com.	100 1/4	100 1/2	100 1/4	100 1/4	100 1/2	1,800 Mo. Kan. and Tex., pfd.	72 1/2	73 1/2	72 1/2	72 1/2	73 1/2
19,900 American Smelters, com.	100 1/4	100 1/2	100 1/4	100 1/4	100 1/2	8,300 National Lead, com.	8 1/4	8 1/2	8 1/4	8 1/4	8 1/2
84,400 Amalgamated Copper, com.	100 1/4	100 1/2	100 1/4	100 1/4	100 1/2	Nash, Chat. and St. Louis, com.	11 1/2	11 3/4	11 1/2	11 1/2	11 3/4
5,700 Amer. Car and Found., pfd.	41 1/4	41 3/4	41 1/4	41 1/4	41 3/4	9,400 New York Central, com.	13 1/2	13 3/4	13 1/2	13 1/2	13 3/4
700 Amer. Car and Found., pfd.	10 1/4	10 1/2	10 1/4	10 1/4	10 1/2	2,200 Norfolk and Western, com.	20 1/2	20 3/4	20 1/2	20 1/2	20 3/4
200 American Cotton Oil, com.	30 1/4	30 1/2	30 1/4	30 1/4	30 1/2	200 N. Y. Ont. and Western, com.	6 1/4	6 1/2	6 1/4	6 1/4	6 1/2
1,300 American Tobacco, pfd.	10 1/4	10 1/2	10 1/4	10 1/4	10 1/2	14,400 Northern Pacific, com.	21 1/2	21 3/4	21 1/2	21 1/2	21 3/4
200 American Can, pfd.	6 1/4	6 1/2	6 1/4	6 1/4	6 1/2	11,300 Pennsylvania Railroad, com.	13 1/2	13 3/4	13 1/2	13 1/2	13 3/4
6,000 Amer. Locomotive, com.	6 1/4	6 1/2	6 1/4	6 1/4	6 1/2	1,300 People's Gas (Chicago), com.	6 1/4	6 1/2	6 1/4	6 1/4	6 1/2
3,600 American Sugar, com.	10 1/4	10 1/2	10 1/4	10 1/4	10 1/2	1,100 Pressed Steel Car, pfd.	6 1/4	6 1/2	6 1/4	6 1/4	6 1/2
24,200 A. T. and S. Fe. pfd.	93 1/4	93 1/2	93 1/4	93 1/4	93 1/2	400 Pressed Steel Car, pfd.	6 1/4	6 1/2	6 1/4	6 1/4	6 1/2
1,000 A. T. and S. Fe. pfd.	10 1/4	10 1/2	10 1/4	10 1/4	10 1/2	100 Republic 1. and S. com.	6 1/4	6 1/2	6 1/4	6 1/4	6 1/2
1,800 Baltimore and Ohio, com.	11 1/4	11 1/2	11 1/4	11 1/4	11 1/2	100 Republic 1. and S. com.	6 1/4	6 1/2	6 1/4	6 1/4	6 1/2
15,800 Brooklyn Rapid Transit, com.	83 1/4	83 1/2	83 1/4	83 1/4	83 1/2	182,000 Reading, com.	13 1/2	13 3/4	13 1/2	13 1/2	13 3/4
4,800 Canadian Pacific, com.	12 1/4	12 1/2	12 1/4	12 1/4	12 1/2	Reading, 1st pfd.	10 1/4	10 1/2	10 1/4	10 1/4	10 1/2
6,700 Chesapeake and Ohio, com.	6 1/4	6 1/2	6 1/4	6 1/4	6 1/2	Reading, 2d pfd.	6 1/4	6 1/2	6 1/4	6 1/4	6 1/2
200 Chicago Great Lakes, com.	10 1/4	10 1/2	10 1/4	10 1/4	10 1/2	100 Rock Island, pfd.	26 1/4	26 1/2	26 1/4	26 1/4	26 1/2
5,500 Chicago, Mil. and St. Paul, pfd.	17 1/4	17 1/2	17 1/4	17 1/4	17 1/2	2,300 Sloss, com.	70 1/4	70 1/2	70 1/4	70 1/4	70 1/2
15,700 Colorado Fuel and Iron, com.	6 1/4	6 1/2	6 1/4	6 1/4	6 1/2	13,100 Southern Pacific, com.	6 1/4	6 1/2	6 1/4	6 1/4	6 1/2
1,900 Colorado Southern, com.	2 1/4	2 1/2	2 1/4	2 1/4	2 1/2	8,100 Southern Railway, com.	40 1/4	40 1/2	40 1/4	40 1/4	40 1/2
300 Colorado Southern, pfd.	2 1/4	2 1/2	2 1/4	2 1/4	2 1/2	100 Southern Railway, pfd.	102 1/4	102 1/2	102 1/4	102 1/4	102 1/2
1,100 Clev. Cln. and St. L. com.	10 1/4	10 1/2	10 1/4	10 1/4	10 1/2	Seaboard Air Line, 2d pfd.	6 1/4	6 1/2	6 1/4	6 1/4	6 1/2
12,400 Consolidated Gas, com.	14 1/4	14 1/2	14 1/4	14 1/4	14 1/2	Seaboard Air Line, com.	14 1/4	14 1/2	14 1/4	14 1/4	14 1/2
200 Duquesne and Hudson, com.	20 1/4	20 1/2	20 1/4	20 1/4	20 1/2	500 Tennessee Coal and Iron, com.	14 1/4	14 1/2	14 1/4	14 1/4	14 1/2
5,200 Erie, com.	42 1/4	42 1/2	42 1/4	42 1/4	42 1/2	1,200 Texas Pacific, com.	13 1/4	13 1/2	13 1/4	13 1/4	13 1/2
400 Erie, 1st pfd.	7 1/4	7 1/2	7 1/4	7 1/4	7 1/2	60,100 Union Pacific, com.	16 1/4	16 1/2	16 1/4	16 1/4	16 1/2
300 Erie, 2d pfd.	6 1/4	6 1/2	6 1/4	6 1/4	6 1/2	48,100 United States Steel, com.	40 1/4	40 1/2	40 1/4	40 1/4	40 1/2
General Electric, com.	31 1/4	31 1/2	31 1/4	31 1/4	31 1/2	17,000 United States Steel, pfd.	100 1/4	100 1/2	100 1/4	100 1/4	100 1/2
5,400 Great Northern, pfd.	31 1/4	31 1/2	31 1/4	31 1/4	31 1/2	14,200 U. S. Rubber, com.	11 1/4	11 1/2	11 1/4	11 1/4	11 1/2
100 Illinois Central, com.	37 1/4	37 1/2	37 1/4	37 1/4	37 1/2	400 U. S. Rubber, 1st pfd.	11 1/4	11 1/2	11 1/4	11 1/4	11 1/2
1,900 Louisville and Nashville, com.	10 1/4	10 1/2	10 1/4	10 1/4	10 1/2	U. S. Rubber, 2d pfd.	5 1/4	5 1/2	5 1/4	5 1/4	5 1/2
Manhattan, com.	10 1/4	10 1/2	10 1/4	10 1/4	10 1/2	U. S. Steel, com.	40 1/4	40 1/2	40 1/4	40 1/4	40 1/2
100 Metro. Street Railway, com.	11 1/4	11 1/2	11 1/4	11 1/4	11 1/2	U. S. Steel, 1st pfd.	111 1/4	111 1/2	111 1/4	111 1/4	111 1/2
1,300 Mexico and N. Am. Ry., com.	24 1/4	24 1/2	24 1/4	24 1/4	24 1/2	U. S. Steel, 2d pfd.	55 1/4	55 1/2	55 1/4	55 1/4	55 1/2
2,500 Mo. Kan. and Tex., com.	55 1/4	55 1/2	55 1/4	55 1/4	55 1/2	West. Union, com.	61 1/4	61 1/2	61 1/4	61 1/4	61 1/2

CLOSING BOND QUOTATIONS.

CLOSING BOND QUOTATIONS.					
U. S. refunding 2s, registered.....	103 1/4	C. C. C. and St. Louis gen. 4s.....	103 1/4	New Jersey Central gen. 4s.....	129 1/4
U. S. refunding 2s, coupon.....	104 1/4	Colorado Industrial 5s, series A.....	78	Northern Pacific 4s.....	104
U. S. 3s, registered.....	101 1/4	Colorado Industrial 5s, series B.....	77 1/2	Northern Pacific 4s.....	104 1/4
U. S. 3s, coupon.....	104 1/4	Colorado Industrial 5s, series C.....	77 1/2	Northern Pacific 4s.....	104 1/4
U. S. 4s, registered.....	102 1/4	Colorado and Southern 4s.....	74	Oregon Short Line refunding 4s.....	106 1/2
U. S. 4s, coupon.....	104 1/4	Cuba 5s.....	104	Pennsylvania gen. 2 1/2s.....	100 1/4
U. S. Old 4s, registered.....	104 1/4	Distilling and Grain 4s.....	80	Pittsburgh and Lake Erie 4s.....	101 1/4
U. S. New 4s, registered.....	102 1/4	Distilling and Grain 4s.....	80	St. Louis and Iron Mountain com. 5s.....	117 1/2
U. S. New coupon.....	123 1/4	Distilling and Securities 5s.....	83 1/2	St. Louis and San Francisco rg. 4s.....	89
American Tobacco 5s.....	80	Erle prior lien 4s.....	101	St. Louis and San Francisco rg. 4s.....	89
American Tobacco 5s.....	116 1/4	Erle General 4s.....	101 1/4	Seaboard Air Line 4s.....	101 1/4
Atchafalpa, com. 4s.....	101 1/4	London Valley 4 1/2s.....	101 1/4	Southern Pacific 4s.....	103
Atchafalpa adjustment.....	80 1/4	Japan 4s, 2d series.....	101 1/4	Southern Pacific 4s.....	103
Atlantic Coast Line 4s.....	90 1/4	Japan 4s, 2d series.....	101 1/4	Southern Railway 5s.....	117 1/2
Baltimore and Ohio 4s.....	94 1/4	Japan 4s, certificates, 2d series.....	101 1/4	Texas and Pacific 1sts.....	123 1/2
Baltimore and Ohio 3 1/2s.....	94 1/4	Japan 4s, certificates, 2d series.....	101 1/4	Toledo, St. L. and W. Va. 4s.....	104 1/4
Brooklyn R. T. conv. 4s.....	95	Manhattan com. gold 5s.....	102 1/4	Union Pacific 4s.....	104 1/4
Central of Georgia 4s.....	123 1/4	Mexican Central 4s.....	102 1/4	United States Steel 2d 5s.....	104 1/4
Central of Georgia 4 1/2s.....	98	Mining and St. Louis 4s (offered).....	80	Wabash 4s.....	118 1/2
Central of Georgia 4 1/2s.....	98	Missouri, Kansas and Texas 4s.....	101	Wabash Deb. 5s.....	82 1/2
Chesapeake and Ohio 3 1/2s.....	106 1/4	National R. R. of Mexico gen. 4s.....	85 1/4	Western Union 4s.....	101 1/4
Chicago and Alton 3 1/2s.....	73 1/2			Washington and Lake Erie 4s.....	101 1/4
Chicago, B. and Quincy new 4s.....	73 1/2			Western Central 4s.....	101 1/4